



REC'D 08 DEC 2004	
WIPO	PCT



EP04/12425



The Patent Office
Concept House
Cardiff Road
Newport
South Wales
NP10 8QQ

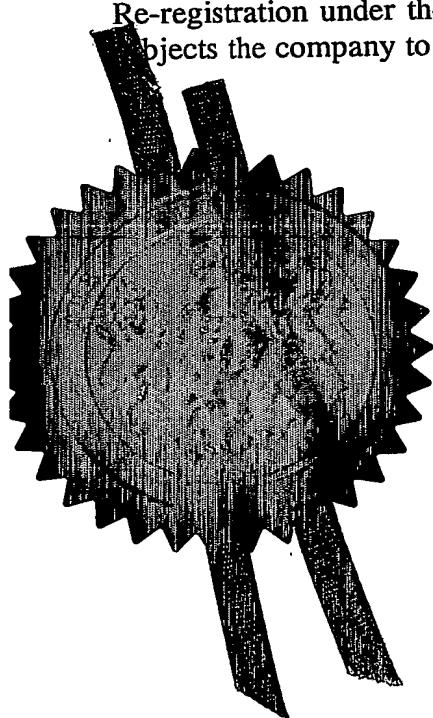
**PRIORITY
DOCUMENT**
SUBMITTED OR TRANSMITTED IN
COMPLIANCE WITH RULE 17.1(a) OR (b)

I, the undersigned, being an officer duly authorised in accordance with Section 74(1) and (4) of the Deregulation & Contracting Out Act 1994, to sign and issue certificates on behalf of the Comptroller-General, hereby certify that annexed hereto is a true copy of the documents as originally filed in connection with the patent application identified therein.

In accordance with the Patents (Companies Re-registration) Rules 1982, if a company named in this certificate and any accompanying documents has re-registered under the Companies Act 1980 with the same name as that with which it was registered immediately before re-registration save for the substitution as, or inclusion as, the last part of the name of the words "public limited company" or their equivalents in Welsh, references to the name of the company in this certificate and any accompanying documents shall be treated as references to the name with which it is so re-registered.

In accordance with the rules, the words "public limited company" may be replaced by p.l.c., plc, P.L.C. or PLC.

Re-registration under the Companies Act does not constitute a new legal entity but merely subjects the company to certain additional company law rules.



Signed *Amberwood*

Dated 25 October 2004

BEST AVAILABLE COPY

Patents Form 1/77

Patents Act 1977
(Rule 16)

1/77

Request for grant of a patent

(See the notes on the back of this form. You can also get an explanatory leaflet from the Patent Office to help you fill in this form)



The Patent Office

Cardiff Road
Newport
South Wales
NP10 8QQ

1. Your reference

P18224GB-NF/jsd

11 NOV 2003
(The Patent Office will fill this part in)

0326258.1

12NOV03 E851263-5 000389
P01/7700 0.00-0326258.1

3. Full name, address and postcode of the or of each applicant (underline all surnames)

Autoliv Development AB,
Patent Department,
S-447 83 VARGARDA,
Sweden.

05689575002

Patents ADP number (if you know it)

If the applicant is a corporate body, give the country/state of its incorporation

Sweden

4. Title of the invention "improvements in or Relating to an Air-Bag"

5. Name of your agent (if you have one)

Forrester Ketley & Co.

"Address for service" in the United Kingdom to which all correspondence should be sent (including the postcode)

Forrester House
52 Bounds Green Road
London
N11 2EY

Patents ADP number (if you know it)

133001

6. Priority: Complete this section if you are declaring priority from one or more earlier patent applications, filed in the last 12 months.

Country

Priority application number
(if you know it)Date of filing
(day / month / year)

7. Divisionals, etc: Complete this section only if this application is a divisional application or resulted from an entitlement dispute (see note 8)

Number of earlier UK application
Date of filing
(day / month / year)

8. Is a Patents Form 7/77 (Statement of inventorship and of right to grant of a patent) required in support of this request?

Answer YES if:

- a) any applicant named in part 3 is not an inventor, or
- b) there is an inventor who is not named as an applicant, or
- c) any named applicant is a corporate body.

Yes

Otherwise answer NO (See note 8)

Patents Form 1/77

9. Accompanying documents: A patent application must include a description of the invention. Not counting duplicates, please enter the number of pages of each item accompanying this form:

Continuation sheets of this form

Description 9

Claim(s) 3

Abstract 1

Drawing(s) 3 1 *3 8*

10. If you are also filing any of the following, state how many against each item.

Priority documents

Translations of priority documents

Statement of inventorship and right to grant of a patent (Patents Form 7/77)

2

Request for a preliminary examination and search (Patents Form 9/77)

1

Request for a substantive examination (Patents Form 10/77)

Any other documents (please specify)

11. We request the grant of a patent on the basis of this application.

Signature(s) *Forrester Ketley & Co.*
Forrester Ketley & Co.

Date 11 November 2003

12. Name, daytime telephone number and e-mail address, if any, of person to contact in the United Kingdom

FRANKLAND, Nigel H.
(020) 8889 6622

fklondon@forresters.co.uk

Warning

After an application for a patent has been filed, the Comptroller of the Patent Office will consider whether publication or communication of the invention should be prohibited or restricted under Section 22 of the Patents Act 1977. You will be informed if it is necessary to prohibit or restrict your invention in this way. Furthermore, if you live in the United Kingdom, Section 23 of the Patents Act 1977 stops you from applying for a patent abroad without first getting written permission from the Patent Office unless an application has been filed at least 6 weeks beforehand in the United Kingdom for a patent for the same invention and either no direction prohibiting publication or communication has been given, or any such direction has been revoked.

Notes

- a) If you need help to fill in this form or you have any questions, please contact the Patent Office on 08459 500505.
- b) Write your answers in capital letters using black ink or you may type them.
- c) If there is not enough space for all the relevant details on any part of this form, please continue on a separate sheet of paper and write "see continuation sheet" in the relevant part(s). Any continuation sheet should be attached to this form.
- d) If you have answered YES in part 8, a Patents Form 7/77 will need to be filed.
- e) Once you have filled in the form you must remember to sign and date it.
- f) Part 7 should only be completed when a divisional application is being made under section 15(4), or when an application is being made under section 8(3), 12(6) or 37(4) following an entitlement dispute. By completing part 7 you are requesting that this application takes the same filing date as an earlier UK application. If you want the new application to have the same priority date(s) as the earlier UK application, you should also complete part 6 with the priority details.

PATENTS ACT 1977

P18224GB-NF/jsd

5 DESCRIPTION OF INVENTION

"IMPROVEMENTS IN OR RELATING TO AN AIR-BAG"

10

THE PRESENT INVENTION relates to an air-bag and more particularly relates to a side air-bag.

A side air-bag is an air-bag intended to be mounted in a motor vehicle in 15 such a location that, when the air-bag is inflated, the air-bag is located at a position adjacent the side of an occupant of a seat. Typically such a side air-bag is mounted in the back-rest of the seat, although the air-bag may be mounted in a side-wall of the vehicle. Most commonly the side air-bag is positioned so that, when inflated, it lies between the occupant and an adjacent 20 side part of the vehicle. The air-bag may thus act to prevent the seat occupant from impacting severely with the side of the vehicle and, in a side impact situation, may provide a degree of protection if the side of the vehicle is driven inwardly towards the seat occupant.

25 When a side air-bag is mounted in the back-rest of the seat, the air-bag is typically mounted in a recess or pocket which is provided in the side part of the back-rest. On inflation, therefore, the air-bag initially emerges in a generally side-ways direction from the back-rest of the seat, but then it has to move

forwardly so that the main inflated part of the air-bag lies adjacent and to one side of the seat occupant.

Various proposals have been made as to the design of an air-bag to cause 5 the air-bag to effect this initial side-ways and subsequent forward movement. The present invention seeks to provide an improved side air-bag.

According to this invention there is provided a side air-bag, the side air-bag incorporating an internal tether, the internal tether serving to interconnect 10 two spaced-apart regions of the air-bag, the distance around the periphery of the air-bag, in horizontal section, between the ends of the tether being greater in one direction than in the other direction, the length of the tether being less than the shorter distance.

15 Preferably the tether has an overall vertical extent of at least 50 mm.

Conveniently the side air-bag incorporates a region to receive a gas generator and an inflatable region extending therefrom, the tether extending from a point in or adjacent the said region to receive the gas generator to a point 20 within the inflatable region which is remote from the gas generator.

In one embodiment the air-bag is formed from two super-imposed substantially identical layers of fabric, the layers of fabric being interconnected by a peripheral seam, the tether extending from the said region to receive a gas 25 generator to, part of one of said layers of fabric spaced from said peripheral seam.

In another embodiment the air-bag is formed from two super-imposed layers of fabric interconnected by a peripheral seam, the internal tether

extending from part of the peripheral seam to a point adjacent the region to receive the gas generator.

5 In a further embodiment the air-bag is formed from two super-imposed substantially identical layers of fabric interconnected by a peripheral seam, there being a gusset or third layer of fabric interposed between said two layers of fabric over at least part of the peripheral seam, the tether extending from the said region to receive an air-bag to a side edge part of said gusset.

10 In yet a further embodiment of the invention the air-bag is formed from two adjacent layers of fabric of different sizes interconnected by a peripheral seam, the internal tether extending from the said region to receive the gas generator to part of the peripheral seam.

15 In order that the invention may be more readily understood, and so that further features thereof may be appreciated, the invention will now be described, by way of example, with reference to the accompanying drawings in which:

20 FIGURE 1 is a diagrammatic view of a side air-bag in accordance with the invention,

FIGURE 2 is a horizontal sectional view taken on the line II-II of Figure 1 showing the air-bag partly inflated,

25 FIGURE 3 is a horizontal sectional view corresponding to Figure 2 showing the air-bag of Figure 1 when inflated, and when mounted on part of a vehicle seat,

FIGURE 4 is a horizontal sectional view corresponding to Figure 2 but illustrating a second embodiment of the invention,

5 FIGURE 5 is a view corresponding to Figure 1 showing a further embodiment of the invention,

FIGURE 6 is a horizontal sectional view taken on the line VI-VI of Figure 5 showing the air-bag partially inflated,

10

FIGURE 7 is a horizontal sectional view corresponding to Figure 2 showing yet another embodiment of the invention in horizontal section in an uninflated form, and

15

FIGURE 8 is a view showing the air-bag of Figure 7, in a horizontal section, when inflated and when mounted on part of a motor vehicle seat.

In the described embodiment of the invention, a side air-bag is provided which is intended to be mounted on a seat although it is to be appreciated that 20 other embodiments of the invention may be mounted on part of the side of a motor vehicle. In each described embodiment of the air-bag, the air-bag is formed from two adjacent or super-imposed layers of fabric. The layers may be identical or, alternatively, may be of different sizes. The fabric layers are interconnected, for example, by means of a peripheral seam, although at least 25 part of the peripheries of the layers being interconnected may have, between them, a third layer or "gusset" so as to provide a so-called "three-dimensional" air-bag.

In each embodiment of the invention an internal strap or tether is provided which interconnects, internally, two parts of the air-bag. The strap may be a single panel having a vertical extent of at least 50 mm or, alternatively, may comprise a plurality of straps which act together to replicate the action of the panel, with the distance between the lowermost edge of the lower strap and the uppermost edge of the upper strap exceeding 50 mm.

The strap or tether is mounted to the air-bag in such a way that the distance around the periphery of the air-bag, when conceded in horizontal section, from one end of the tether to the other end of the tether is greater in one direction than the other direction. Also the overall length of the tether is less than the lesser of the two distances around the periphery of the air-bag. The tether serves to divide the interior of the air-bag into two chambers, one chamber having a greater volume than the other chamber. The orientation of the tether is selected so that, on inflation of the air-bag, the air-bag effects an appropriate forward movement so that the air-bag may be positioned adjacent the side of a seat occupant to provide an appropriate degree of protection in an accident situation. Additionally, the internal tether serves the function of preventing excessive movement of part of the air-bag away from the point where the air-bag is initially mounted in position, thus helping ensure that the air-bag, when inflated, has a substantial thickness.

Referring initially to Figures 1 to 3 of the accompanying drawings, a side air-bag is illustrated, the side air-bag being formed from two substantially identical layers of fabric 1, 2. The layers of fabric may be two totally separate layers of fabric but, as shown, are regions of a single layer of fabric cut to a substantially "butterfly" shape and folded about a fold-line 3 so as to overlie each other. The super-imposed layers of fabric 1, 2 are interconnected by means of a peripheral seam 4 which, together with the fold-line 3, effectively

seals the two layers of fabric together to form an inflatable air-bag. A gas generator 5 is provided located in position within the air-bag adjacent the fold-line 3. The side air-bag as thus far described is conventional.

5 Contained within the side air-bag is an internal tether 6. The tether 6, in this embodiment, is a panel of fabric, the panel of fabric having a width in excess of one-half of the total height of the air-bag 1. The width of the fabric is thus in excess of 50 mm. However, in alternative embodiments, the internal tether could be constituted by a plurality of straps which may be parallel with
10 each other, acting in concert, the distance between the top of the uppermost strap and the bottom of the lowermost strap being in excess of 50 mm.

In the illustrated embodiment of the invention the internal tether 6 is secured to the two identical layers of fabric 1, 2 in the region of the fold-line 3.
15 The internal tether is also connected, by means of stitching 7, to one layer of fabric the panel 2 at a point which is spaced away from the fold-line 3 at a point which is relatively close to (but still spaced from) the peripheral seam 4. The stitching 7 is at a point within the inflatable region of the air-bag which is remote. Thus, when considering the air-bag in horizontal section, the distance
20 around the periphery of the bag from the fold-line 3, as connected to one end of the tether 6 and the stitching 7 connecting the other end of the tether to the air-bag is greater in one direction, namely the clockwise direction, than the other direction, namely the anti-clockwise direction. Also, the length of the internal tether 6, that is to say the distance between that part of the tether which is
25 connected to the fold 3 and that part of the tether which is connected to the fabric 2 by the stitching 7, is less than the shorter distance around the periphery of the bag from the fold-line 3 to the stitching 7, that is to say the distance around the periphery in the anti-clockwise direction.

The tether 6 can be considered to divide the air-bag into two adjacent notional chambers. One chamber is of greater volume than the other chamber.

5 It is to be appreciated that the air-bag is to be mounted in the side part of a back-rest 10 of a vehicle seat which is located adjacent one side 11 of the vehicle.

10 The air-bag will be inflated, in a conventional manner, in the event that an accident should arise. On inflation of the air-bag gas from the gas generator will fill the volume between the two super-imposed layers 1 and 2. The effect of the tether 6, and the two notional chambers will be to tend to pull the air-bag, as it inflates, so that the air-bag will extend forwardly adjacent the side of the vehicle as shown in Figure 3. Because the length of the tether 6 between the 15 fold 3 and the stitching 7 is less than the shorter length of the fabric 2 about the periphery of the bag between the fold 3 and the stitching 7, the action of the tether 6 will prevent the line of stitching 7 from moving as far away from the gas generator as it would if the tether 6 were not present. Thus the effect of the tether 6 will be to cause the air-bag, when inflated, to have a bulbous form, as 20 shown in Figure 3, providing a substantial thickness of air-bag between the seat occupant and the adjacent side of the vehicle.

Whilst the invention has been described with reference to one embodiment of Figure 2 in which the tether extends from the fold 3 to a line of stitching 7 relatively close to the peripheral seam 4, as shown in Figure 4, which illustrates a modified embodiment of the invention, the tether 6 may extend from the peripheral seam 4 to a line of stitching 7 which is located adjacent, but still spaced from, the fold 3. Again the tether is located so that when the horizontal section of the air-bag is considered, the distance around the

periphery of the air-bag between the points where the tether 6 is connected to the air-bag is greater in one direction than the other direction. Also the tether 6 is shorter than the said distance in the other direction, that is to say the shorter distance. The action of the tether will be effectively as described above.

5

Figures 5 and 6 illustrate a further modified embodiment of the invention in which a gusset or third layer of fabric 11 is provided over at least part of the length of the peripheral seam 4 which interconnects two layers of fabric 1, 2 of the type described above with reference to Figures 1 and 2. The 10 third layer of fabric or gusset 11 will make the air-bag a "three dimensional" air-bag. In this embodiment the internal tether 6 extends from the fold-line 3 to one edge of the gusset 11, as can be seen in Figure 6. Also as can be seen in Figure 6 in the region of the gusset 11 the peripheral seam 4 has two seam portions 4A and 4B, one seam portion being located to each side of the 15 gusset 11. Again it can be seen that the distance around the periphery of the bag between the ends of the tether in one direction than the other with the tether having a length which is less than the shorter of the distances.

Turning now to Figures 7 and 8, yet a further embodiment of the 20 invention is illustrated. In Figures 7 and 8 the air-bag of this embodiment is shown in horizontal section. The air-bag is formed from two layers of fabric 12, 13 interconnected by means of a peripheral seam 14. In this embodiment the peripheral seam 14 extends all the way round the air-bag, including a region 15 to receive a gas generator. One layer of fabric 12 is 25 greater size than the other layer of fabric 13. An internal strap or tether 16 is provided, which extends from the region 15 to the peripheral seam 14. Because the layer of fabric 12 has a greater size than the layer of fabric 13, the distance from the end of the tether in the region 15 to receive the gas generator to the seam 14 is greater in the clockwise direction than in the anti-clockwise

direction. The tether 13 is itself shorter than the length of the periphery of the air-bag from the region to receive the gas generator to the peripheral seam 14 as measured in the anti-clockwise direction in the section shown in Figure 7.

5 The air-bag of Figure 7 is to be mounted in an edge part of the vehicle seat 17 as shown in Figure 8, with a gas generator 18 mounted in position within the air-bag. On inflation of the air-bag, the internal tether 16 serves to divide the interior of the air-bag into two notional chambers 19, 20. The chamber 19, which is bounded by the tether 16 and the part of the periphery of 10 the air-bag between the ends of the tethers which is of lesser length has a lesser volume than the chamber 20 which is bounded by the tether 16 and the part of the outer periphery of the air-bag between the ends of the tether of greater length. The action of the tether, which defines the two chambers, is such that on inflation of the air-bag, the air-bag moves forwardly from the backrest of 15 the seat. The tether prevents the peripheral seam 14 moving more on the predetermined distance away from the gas generator 18, thus helping ensure that the air-bag has a substantial thickness when in position, so that the air-bag provides a good degree of protection for a seat occupant.

20 In the present Specification "comprises" means "includes or consists of" and "comprising" means "including or consisting of".

25 The features disclosed in the foregoing description, or the following Claims, or the accompanying drawings, expressed in their specific forms or in terms of a means for performing the disclosed function, or a method or process for attaining the disclosed result, as appropriate, may, separately, or in any combination of such features, be utilised for realising the invention in diverse forms thereof.

CLAIMS:

5 1. A side air-bag, the side air-bag incorporating an internal tether, the internal tether serving to interconnect two spaced-apart regions of the air-bag, the distance around the periphery of the air-bag, in horizontal section, between the ends of the tether being greater in one direction than in the other direction, the length of the tether being less than the shorter distance.

10

2. A side air-bag according to Claim 1 wherein the tether has an overall vertical extent of at least 50 mm.

15 3. A side air-bag according to Claim 1 or 2 where the side air-bag incorporates a region to receive a gas generator and an inflatable region extending therefrom, the tether extending from a point in or adjacent the said region to receive the gas generator to a point within the inflatable region which is remote from the gas generator.

20 4. An air-bag according to Claim 3 wherein the air-bag is formed from two super-imposed substantially identical layers of fabric, the layers of fabric being interconnected by a peripheral seam, the tether extending from the said region to receive a gas generator to, part of one of said layers of fabric spaced from said peripheral seam.

25

5. An air-bag according to Claim 3 wherein the air-bag is formed from two super-imposed substantially identical layers of fabric interconnected by a peripheral seam, the internal tether extending from part of the peripheral seam to a point adjacent the region to receive the gas generator.

6. An air-bag according to Claim 3 wherein the air-bag is formed from two super-imposed substantially identical layers of fabric interconnected by a peripheral seam, there being a gusset or third layer of fabric interposed between said two layers of fabric over at least part of the peripheral seam, the tether extending from the said region to receive an air-bag to a side edge part of said gusset.
- 5
7. An air-bag according to Claim 3 wherein the air-bag is formed from two adjacent layers of fabric of different sizes interconnected by a peripheral seam, the internal tether extending from the said region to receive the gas generator to part of the peripheral seam.
- 10
8. An air-bag according to any of the preceding Claims wherein the tether is a single panel.
- 15
9. An air-bag according to any of Claims 1 to 7 wherein the tether is a plurality of straps acting together.
- 20
10. A side air-bag substantially as herein described with reference to and as shown in Figures 1 to 3 of the accompanying drawings.
11. A side air-bag substantially as herein described with reference to and as shown in Figures 1 to 3 of the accompanying drawings as modified by Figure 4.
- 25
12. An air-bag substantially as herein described with reference to and as shown in Figures 5 and 6 of the accompanying drawings.

13. An air-bag substantially as herein described with reference to and as shown in Figures 7 and 8 of the accompanying drawings.
14. Any novel feature or combination of features disclosed herein.

ABSTRACT

5 **"IMPROVEMENTS IN OR RELATING TO AN AIR-BAG"**

A side air-bag (1) formed from two layers of fabric (1), (2), has an internal tether (6) extending from a fold-line (3) in a region of the air-bag which is to 10 receive a gas generator to a point (7) on one of the layers of fabric. The distance around the periphery of the air-bag between the ends of the tether (6) is greater in one direction than in the other direction. The length of the tether is less than the shorter distance. The tether (6) serves to assist in guiding the air-bag, on inflation, so that it extends forwardly from a vehicle seat to lie adjacent 15 an occupant of the vehicle seat.

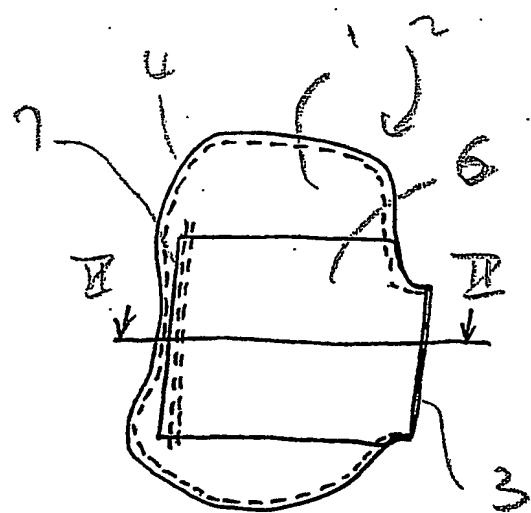


Fig 1

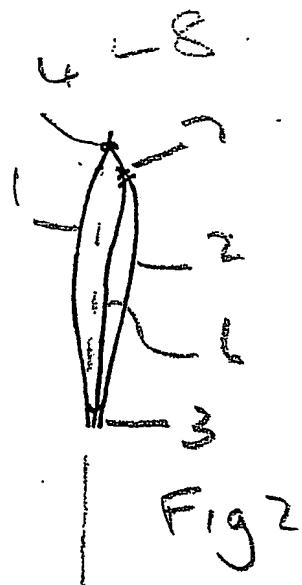


Fig 2

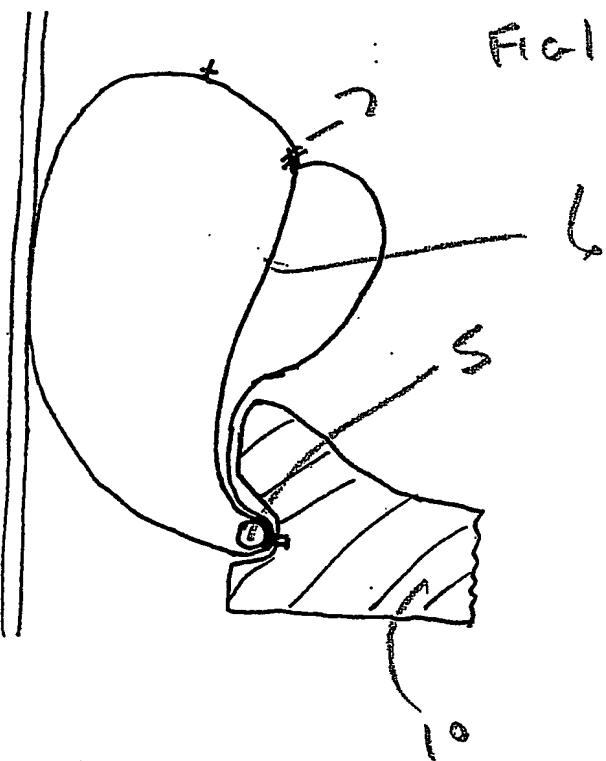


Fig 3

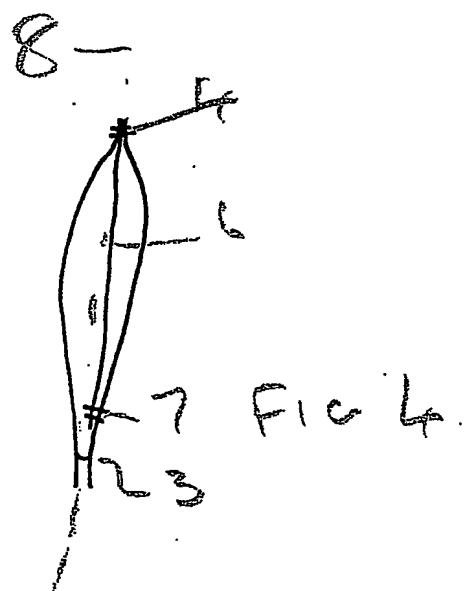


Fig 4

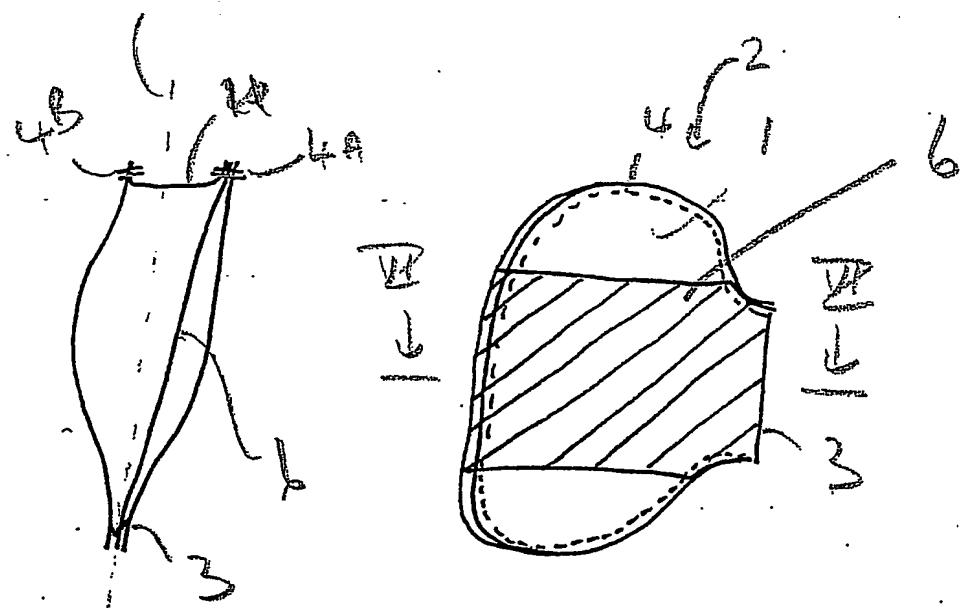


Fig 5

Fig 4

Fig. 7

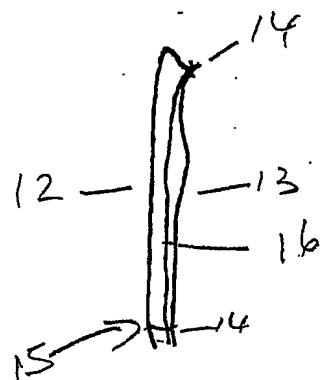
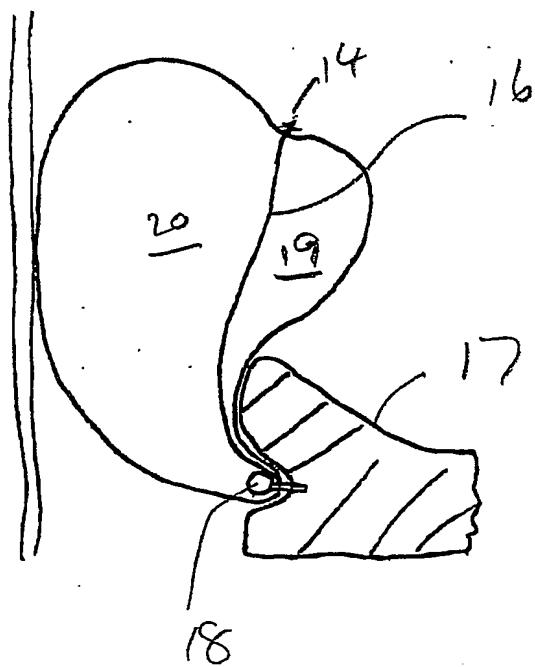


Fig. 8



PCT/EP2004/012425



**This Page is Inserted by IFW Indexing and Scanning
Operations and is not part of the Official Record**

BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images include but are not limited to the items checked:

BLACK BORDERS

IMAGE CUT OFF AT TOP, BOTTOM OR SIDES

FADED TEXT OR DRAWING

BLURRED OR ILLEGIBLE TEXT OR DRAWING

SKEWED/SLANTED IMAGES

COLOR OR BLACK AND WHITE PHOTOGRAPHS

GRAY SCALE DOCUMENTS

LINES OR MARKS ON ORIGINAL DOCUMENT

REFERENCE(S) OR EXHIBIT(S) SUBMITTED ARE POOR QUALITY

OTHER: _____

IMAGES ARE BEST AVAILABLE COPY.

As rescanning these documents will not correct the image problems checked, please do not report these problems to the IFW Image Problem Mailbox.